

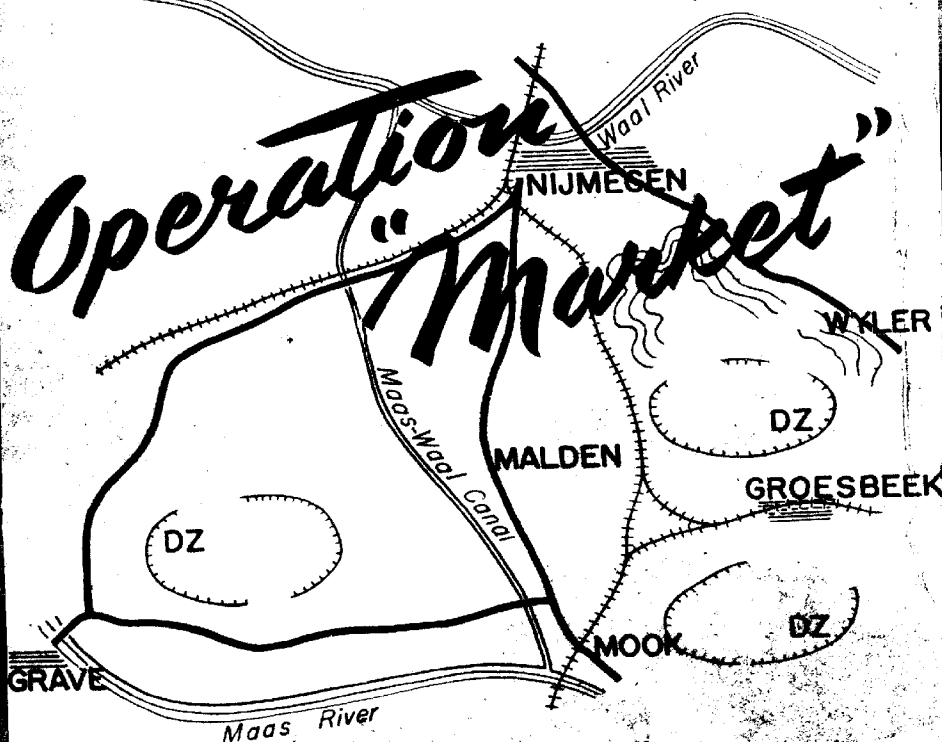
763
4035
copy 2

A GRAPHIC HISTORY[®] OF THE 82nd AIRBORNE DIVISION

SICILY
ITALY (I)



ITALY (II)
NORMANDY



HOLLAND, 1944

Report Documentation Page			Form Approved OMB No. 0704-0188		
Public reporting burden for the collection of information is estimated to average 1 hour per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. Send comments regarding this burden estimate or any other aspect of this collection of information, including suggestions for reducing this burden, to Washington Headquarters Services, Directorate for Information Operations and Reports, 1215 Jefferson Davis Highway, Suite 1204, Arlington VA 22202-4302. Respondents should be aware that notwithstanding any other provision of law, no person shall be subject to a penalty for failing to comply with a collection of information if it does not display a currently valid OMB control number.					
1. REPORT DATE 1944		2. REPORT TYPE N/A		3. DATES COVERED -	
4. TITLE AND SUBTITLE A Graphic History of the 82nd Airborne Division				5a. CONTRACT NUMBER	
				5b. GRANT NUMBER	
				5c. PROGRAM ELEMENT NUMBER	
6. AUTHOR(S)				5d. PROJECT NUMBER	
				5e. TASK NUMBER	
				5f. WORK UNIT NUMBER	
7. PERFORMING ORGANIZATION NAME(S) AND ADDRESS(ES) 82nd Airborne Division				8. PERFORMING ORGANIZATION REPORT NUMBER	
9. SPONSORING/MONITORING AGENCY NAME(S) AND ADDRESS(ES)				10. SPONSOR/MONITOR'S ACRONYM(S)	
				11. SPONSOR/MONITOR'S REPORT NUMBER(S)	
12. DISTRIBUTION/AVAILABILITY STATEMENT Approved for public release, distribution unlimited					
13. SUPPLEMENTARY NOTES JFSC - WW II Declassified Records.					
14. ABSTRACT					
15. SUBJECT TERMS					
16. SECURITY CLASSIFICATION OF:			17. LIMITATION OF ABSTRACT UU	18. NUMBER OF PAGES 14	19a. NAME OF RESPONSIBLE PERSON
a. REPORT unclassified	b. ABSTRACT unclassified	c. THIS PAGE unclassified			

U. S. Army. 82nd Division

82D AIRBORNE DIVISION

OPERATION MARKET

HISTORICAL DATA

PART I - NARRATIVE

PART II - GRAPHIC PLATES

PART III - MAPS OF LANDINGS

PART IV - STATISTICS

JAMES M. GAVIN,
Major General, U. S. A.,
Commanding

NARRATIVE

Upon its return from Normandy on 19 July 1944 this Division was located in the Nottingham-Leicester-Market Harboro Area. There it remained and trained until its participation in operation MARKET on 17 September 1944. Twenty-four hours prior to take-off, all airborne elements of the Division were closed at seven airfields in the Grantham-Cottesmore-Langar area. Briefings were conducted, loading plans formulated, all final checks made, and the Division took off for the Netherlands commencing at 170950 September 1944.

The mission of the Division in this operation was as follows:

"Land by parachute and glider commencing D Day South of Nijmegen; seize and hold the highway bridges across the Maas River at Grave and the Waal River at Nijmegen; seize, organize, and hold the high ground between Nijmegen and Groesbeek; deny the roads in the Division area to the enemy; and dominate the area bounded North by line running from Beek West through Hatert thence Southwest to Eindschestraat, South by River Mass and the Nook-Riethorst highway, East by Cleve-Nijmegen highway and Forst Reichswald, and West by line running North and South through Eindschestraat."

The first lift consisted of:

	<u>Preht</u>	<u>Glider</u>
Hq & Hq Co 82nd A/B Div	9	20
Hq & Hq Btry Div Arty	3	2
82nd A/B Sig Co		6
Btry A 80th A/B Ar Bn		22
307 A/B Engr Bn	27	
504 Preht Inf	137	
505 Preht Inf	126	
508 Preht Inf	130	
325 Glider Inf	2	
376 Preht FA Bn	48	
Total	482	50

All units dropped as planned except two serials of the 505 Parachute Infantry. A mixup in marshalling caused the 2d Battalion serial to drop before the 3d Battalion serial, and as a consequence the 2d Battalion serial was dropped two thousand yards Northeast of its scheduled drop zone.

The entire flight was preceded by a pathfinder team, which landed on DZ "O" ten minutes prior to the arrival of the first elements of the main body. With the exception in the 505 Parachute Infantry indicated above, all units landed on the drop zones, or in the immediate vicinity thereof, on schedule. Flak enroute was spotty and light. Flak coming from DZ "O" was initially heavy but inaccurate. The first parachutists to land destroyed all flak crews and took over their weapons. Enemy dispositions along the Maas-Waal Canal in the vicinity of all bridges and in the wooded country around the Nijmegen heights and in the Reichswald area, as anticipated, well organized and of about a strength of eight battalions. Harassing fire continued to come from the edges of the drop zones throughout all of the landings until overcome. Enemy reaction was prompt and appeared to follow in a definite pattern. All local troops were committed immediately in piece meal fashion. Nearby "homeguard" type troops were thrown in as quickly as they could be rushed to the operational area. This piece meal build up increased until a coordinated attack was made by the German 6th Para Division on D+4.

Local enemy units were initially overcome and destroyed or, except for those in the city of Nijmegen proper, they dispersed in the first several hours after landing.

A day by day summary of the activities of each unit of the Division follows:

D DAY, 17 SEPTEMBER

Division parachute elements in four hundred and eighty-two C-47's and a serial of fifty gliders left airports in the area of Grantham, England, between 0950 and 1040. All serials except those of 504 Parachute Infantry landed North, East, and South of Groesbeek, Holland, between 1250 and 1400. The 504 Parachute Infantry landed West of the Maas-Waal Canal and North of the Maas River. All drop patterns were excellent. Personnel and equipment losses enroute and during the drop were light, and assembly was the best in the history of the Division.

Headquarters and Headquarters Company 82nd A/B Division

Parachute elements dropped 1306; glider elements landed 1350 on zone South of Groesbeek, moved North through woods, and established Division Command Post at predesignated location 1000 yards West of Groesbeek at 1700.

505 Parachute Infantry

Dropped after the Pathfinders at 1300, seized Groesbeek, occupied its area of defensive responsibility from Kamp Southeast to Mook, cleared its area of enemy, and contacted 504 Parachute Infantry at the Maas-Waal Canal bridge near Heuman. All initial missions were accomplished by 2000.

504 Parachute Infantry

Dropped beginning 1313 West of the Maas-Waal Canal on three drop zones, two North and one South of the Maas River. One battalion dropped Northeast of Overasselt and at 1600, after overcoming strong enemy resistance, captured intact the Maas-Waal Canal bridge at Heuman. The sites of the Canal bridges near Blankenberg and Hetert, both of which had been destroyed by the enemy upon the approach of the battalion, were captured before dark. One battalion dropped West of Overasselt, blocked all Southward movement along the Grave-Nijmegen highway, and cleared the enemy from the Western portion of the Division area. One battalion dropped one rifle company South of the Maas at Grave and the balance of the battalion North of the river and West of Overasselt. Both forces moved against the bridge at Grave immediately. Surprise was complete and the bridge captured at 1430. The town of Grave was occupied at 2300 after having been abandoned by 400 enemy. All initial missions of 504 were accomplished by 1930.

508 Parachute Infantry

Dropped Northeast of Groesbeek at 1328. Based on a report from the Dutch that the town and bridges were lightly held, immediately moved into Nijmegen to take the Waal River bridges. At 2000 the attack met heavy enemy resistance about 400 yards from the highway bridge and was stopped. The regiment occupied the area immediately East of the Maas-Waal Canal and established road blocks to prevent enemy movement South of a line running East and West through Hatert. One company moved to clear the glider landing zone Northeast of Groesbeek and met considerable enemy resistance. One battalion, less a company, occupied the important high ground in the vicinity of Bergen Dijk without too heavy an opposition. One company advanced on the Nijmegen Bridges from the Southeast and at 2400 had reached Hill 644 Northeast of Ubbergen. All initial missions of 508 were accomplished by 2330.

23450

376 Parachute Field Artillery Battalion

Dropped 1335 on drop zone South of Groesbeek, assembled the battalion with ten howitzers, and displaced 1000 yards to the position area. The battalion, initially in support of 505 Parachute Infantry, fired its first mission on call from the regiment at 1800.

307 A/B Engineer Battalion

Companies B, C, and D, all parachute, dropped South of Groesbeek at 1320. Companies B and D furnished cover on route march to elements of Division Headquarters and protected Division Command Post when it was established at 1715. Company C moved out to contact 504 Parachute Infantry West of Maas-Waal Canal.

Battery A, 80th A/B Antiaircraft Battalion

Eight 57mm AT guns allotted as follows: Two, 505 Parachute Infantry; Two, 508 Parachute Infantry; Two, 504 Parachute Infantry upon making contact; Two, Division Reserve in vicinity of Division Command Post.

D PLUS 1, 18 SEPTEMBER

504 Parachute Infantry

Continued to hold the Maas River bridge at Grave and the Maas-Waal Canal bridge at Heuman. Vigorous patrolling was continued on the West and Northwest of the regimental area along the Grave-Nijmegen highway. At 1200 one platoon moved North along the West bank of the Maas-Waal Canal and assisted in the capture of the bridge on the Grave-Nijmegen highway near Honing-hutje.

505 Parachute Infantry

Maintained its area of defensive responsibility; repelled enemy attacks at Horst, Grafwegen, and Riethorst; captured an enemy patrol trying to work its way North to the Maas-Waal bridge at Heuman, and captured a train attempting to escape into Germany. At 1240 the regiment attacked and cleared the glider landing zone South and Southeast of Groesbeek.

508 Parachute Infantry

Withdrawn battalion in Nijmegen and attacked to clear the glider landing zone Northeast and East of Groesbeek. The attack crossed the scheduled line of departure at 1310, completely surprised the enemy, and the landing area was swept by 1400. Sixteen antiaircraft guns and 148 prisoners of war were captured. Maintained its defensive sector throughout the 18th. At 181200 a platoon, with the assistance of 504 Parachute Infantry which advanced up the Maas-Waal Canal from the West, captured the Maas-Waal Canal bridge at Honinghutje. Regiment held the high ground vicinity Berg en Dal through the 18th against enemy patrols and sporadic enemy artillery action. One company moved into Nijmegen at 0900, advanced to the same spot to which the regiment had reached on the 17th, fought against a strong enemy force through the entire day, and at 1500 was withdrawn into the sector near Berg en Dal.

Glider Elements

Between 1000 and 1100 a lift of 450 gliders carrying an antitank battery of the 80th A/B Antiaircraft Battalion, 319 Glider Field Artillery Battalion, 320 Glider Field Artillery Battalion, 456 Parachute Field Artillery Battalion, and 307 Airborne Medical Company departed from

Reply

D PLUS 2, 19 SEPTEMBER.

504 Parachute Infantry

505th Parachute Infantry

2d Battalion 505 Parachute Infantry

504. Federal Milk Marketing

50. 5th Infantry held a line 2000 ft. of Grosbeek until 1800. Cleared enemy from high ground along Nijmegen-Cleve highway between Tubbekken and Wyden. Retall shed road blocks at W. der Boek, and from there followed by 104 Parachute Infantry in Jonker Bosch and occupied sector between camp and Vix. 11. Reinforced Beek road block with a platoon of Company 1. 307. 31. 11. 1944. Partly re-
called counterattacks against Bouffale Ber. 11. 11. 1944. entire day.

100-443887-4

1964-1965

Attached Units

1st Coldstream Guards, Armored, and 5th Coldstream Guards, Infantry attached to Division and moved to Dekkerswald in Division Reserve.

Resupply

Dropped at 1500, approximately 30 C-47's from excessively high altitude, recovery negligible.

D PLUS 3, 29 SEPTEMBER

504 Parachute Infantry

With 2d Irish Guards attached, cleared area between Jonker Bosch and Waal River. 3d Battalion relieved as Division Reserve. Regiment at 1500 effected crossing of Waal River East of Maas; at 1800 captured North end of railroad bridge over the Waal River, seized and cleared bridgehead North of Waal insuring passage of Guards Armored Division. Mopped up Western outskirts of Nijmegen and area South of railroad bridge.

505 Parachute Infantry

Regiment, less 2d Battalion, repelled sharp enemy attack at Horst and Heikant during morning. From 1300 to 2000 repelled at Mook enemy attack of an infantry regiment strongly supported by artillery after attack had penetrated Division perimeter to depth of 1000 yards on a 1000 yard front. Division perimeter restored at 2000. Regiment reinforced with attachment of 185 glider pilots.

2d Battalion 505 Parachute Infantry

Attacked enemy strong points at Southern ends of Nijmegen bridges during morning. At 1400 stormed strong point South of highway bridge, cleared area of enemy, and reached bridge by 1700. First tank of Grenadier Guards crossed 1830.

508 Parachute Infantry

Attacked at 1000 at Wyler by one company of enemy infantry moving North and two companies of enemy infantry moving South, all supported by artillery and armor. Forced to withdraw to high ground to West. Enemy immediately occupied Im Thal and Lagewald. Attacked at Beek at 1200 by 2 battalions of enemy parachutists supported by armored vehicles, and forced to withdraw 1000 yards to high ground to South-west. By counterattack drove enemy from and reoccupied Beek at 2140. Attacked again at Beek 2300 by enemy now reinforced and compelled to withdraw, leaving a detachment surrounded by the enemy in the town. Captured document from prisoner of war which revealed that enemy attacks at Mook, Beek, and Wyler were part of a coordinated Division attack intended to split Division area and sever the Grave-Nijmegen highway.

Attached Units

Sherwood Rangers Yeomanry and one squadron of the Royals, its reconnaissance unit, attached to Division at 1700 and moved into Dekkerswald.

D PLUS 4, 31 SEPTEMBER

504 Parachute Infantry

Continued defense of bridgehead over Waal and on mission of mopping up South bank of Waal from outskirts of Nijmegen to Maas-Waal Canal.

505 Parachute Infantry (less 2d Battalion)

Continued to hold defensive sector on South of Division area from Kamp to Mook.

2d Battalion 505 Parachute Infantry

Relieved of mission of close in defense of Nijmegen Bridges and assumed defense of line from Eastern exits of Nijmegen to Ubbergen.

508 Parachute Infantry

Counterattacked Beek at first light from Northeast, East and Southeast. Initial attack failed, and enemy, pressing his temporary advantage, penetrated to within 200 yards of Berg en Dal, but was held there. Attack renewed at 1300, and at 1800 Beek cleared of enemy and all defenses reestablished.

Resupply

At 1500 supplies dropped from approximately 400 C-47's on drop zone West of the Maas-Waal Canal. Drop pattern was six miles in length by two miles in width. Recovery estimated at 60% was accomplished with assistance of Dutch civilians.

D PLUS 5, 22 SEPTEMBER

504 Parachute Infantry (less 2d Battalion)

Relieved of mission to Nijmegen bridgehead and displaced to Dommel as Division Reserve.

2d Battalion 504 Parachute Infantry

Relieved 2d Battalion 505 Parachute Infantry in sector between Nijmegen and Ubbergen and, upon Division order, with Royals, cleared by 1700 area between Nijmegen-Cleve highway and Waal River East to line Ubbergen - Pals.

505 Parachute Infantry (less 2d Battalion)

Reestablished road block at Mook. With Royals, reconnoitered to Riethorst and found road clear of enemy.

2d Battalion 505 Parachute Infantry

Relieved in Nijmegen - Ubbergen sector by 2d Battalion 504 Parachute Infantry, reverted to regimental control, and relieved Coldstream Guards at Heuman Bridge.

508 Parachute Infantry

Held Wyler Berg throughout day and night against persistent enemy counterattacks. With one company Royals attached, effected a reconnaissance in force to Wercheren and high ground West of Eplekom. Met strong resistance and withdrew to high ground vicinity Berg en Dal.

Attached Units

Coldstream Guards relieved to attached to this Division and moved South to Vegel to restore line of communication of Second British Army.

D PLUS 6, 23 SEPTEMBER

On this date the third glider lift of the Division took off from six airfields in the Grantham-Cottesmore-Lanar area bearing 325 Glider Infantry; 80th A/B Antiaircraft Battalion, less Batteries A and B; Company A 307 A/B Engineer Battalion; and elements of Division Special Troops, and landed on and in the vicinity of LZ "O". A number of gliders did not land on the proper landing zone; two landed in England, and forty-three were released between the coast and the LZ. Ten gliders are still unaccounted for. Immediately upon landing, the 325 Glider Infantry was closed in the woods West of Groesbeek preparatory to taking up a sector on the front.

D PLUS 7 TO D PLUS 30

The Division continued on its mission assigned by 30 Corps of holding the area between the Waal River and the Maas River, with its front generally that of D plus 6. The 325 Glider Infantry cleaned out the larger portion of the Kiekberg Woods and advanced the right flank of the Division.

SUMMARY OF PERIOD 17 SEPTEMBER TO 16 OCTOBER

	<u>Number</u>	<u>Percent</u>
<u>a. Parachute Lift</u>		
Planes committed	482	
Dropped on or within 1000 yards of DZ	430	89.2
Failed to drop on or within 1000 yards of DZ	52	10.8
Unaccounted for	0	0
<u>b. Glider Lifts</u>		
Gliders committed	902	
Landed on or within 1000 yards of LZ	763	84.6
Failed to land on or within 1000 yards of LZ	102	11.3
Unaccounted for	37	4.1
<u>c. Our losses</u>		
Killed	469	3.4
Wounded	1933	14.9
Missing	640	4.7
<u>d. Enemy Losses</u>		
Killed	2490	
Prisoners of War	2977	
<u>e. Results of Operations</u>		
All missions accomplished.		

HQ 82nd AIRBORNE DIVISION

APO 469

31 OCTOBER 1944

U.S. ARMY

STATISTICAL STUDY, BASED ON REPORTS OF
DIVISION PERSONNEL, OF GLIDER LANDINGS OF
82nd A/B DIVISION TROOPS IN OPERATION
"MARKET" 17, 18 & 23 SEPTEMBER 1944

GAVIN
COMMANDING

SERIAL N° A-1	TIME OF DROP-1550	FIELD-BALDERTON	LZ-N	ROUTE-N	GP N° 430
ORGANIZATION	TAIL NUMBER	GLIDER	PERSONNEL	JEEP	TRAILER
		INTACT	DAM	DES	MISS
		OK	KIA	EVAC	MISS
		SER	UNSER	SER	UNSER
		FROM	TO	FROM	TO
BTRY A 82 nd A/B Div	42-7183	X			
"	42-7177.89	X			
"	42-7179.0	X			
"	42-65555	X			
"	42-6555	X			
"	42-56268	X			
"	42-56268	X			
"	42-6810.0	X			
"	42-6890.0	X			
"	42-7776.0	X			
"	42-616286	X			
"	42-40324	X			
"	42-77783	X			
"	42-6860.0	X			
"	42-66007	X			
"	42-77225	X			
"	42-77758	X			
"	42-79284	X			
"	42-72737	X			
"	42-6461	X			
"	687750	X			
"	42-72816	X			
Hq Div ARTY	43-418.0	X			
"	43-731	X			
Div REP FLAV	43-30088	X			
"	42-53135	X			
"	42-79824	X			
"	42-77564	X			
"	42-72782	X			
"	42-42628	X			
"	42-79885	X			
"	42-58131	X			
"	42-64253	X			
BTRY B Sig Co	42-7774	X			
"	27769.5	X			
"	27769	X			
"	27781	X			
"	27717.8	X			
"	27714.0	X			
"	341436	X			
"	46216320	X			
"	352270	X			
"	256198	X			
"	277388	X			
"	277345	X			
"	277654	X			
"	76005	X			
"	26267	X			
ASD	42-23530	X			
"	42-23530	X			
"	42-23530	X			
"	42-23530	X			
"	42-23530	X			
"	42-23530	X			
"	42-23530	X			
"	42-23530	X			
"	42-23530	X			
"	42-23530	X			
"	42-23530	X			
"	42-23530	X			
"	42-23530	X			
"	42-23530	X			
"	42-23530	X			
"	42-23530	X			
"	42-23530	X			
"	42-23530	X			
"	42-23530	X			
"	42-23530	X			
"	42-23530	X			
"	42-23530	X			
"	42-23530	X			
"	42-23530	X			
"	42-23530	X			
"	42-23530	X			
"	42-23530	X			
"	42-23530	X			
"	42-23530	X			
"	42-23530	X			
"	42-23530	X			
"	42-23530	X			
"	42-23530	X			
"	42-23530	X			
"	42-23530	X			
"	42-23530	X			
"	42-23530	X			
"	42-23530	X			
"	42-23530	X			
"	42-23530	X			
"	42-23530	X			
"	42-23530	X			
"	42-23530	X			
"	42-23530	X			
"	42-23530	X			
"	42-23530	X			
"	42-23530	X			
"	42-23530	X			
"	42-23530	X			
"	42-23530	X			
"	42-23530	X			
"	42-23530	X			
"	42-23530	X			
"	42-23530	X			
"	42-23530	X			
"	42-23530	X			
"	42-23530	X			
"	42-23530	X			
"	42-23530	X			
"	42-23530	X			
"	42-23530	X			
"	42-23530	X			
"	42-23530	X			
"	42-23530	X			
"	42-23530	X			
"	42-23530	X			
"	42-23530	X			
"	42-23530	X			
"	42-23530	X			
"	42-23530	X			
"	42-23530	X			
"	42-23530	X			
"	42-23530	X			
"	42-23530	X			
"	42-23530	X			
"	42-23530	X			
"	42-23530	X			
"	42-23530	X			
"	42-23530	X			
"	42-23530	X			
"	42-23530	X			
"	42-23530	X			
"	42-23530	X			
"	42-23530	X			
"	42-23530	X			
"	42-23530	X			
"	42-23530	X			
"	42-23530	X			
"	42-23530	X			
"	42-23530	X			
"	42-23530	X			
"	42-23530	X			
"	42-23530	X			
"	42-23530	X			
"	42-23530	X			
"	42-23530	X			
"	42-23530	X			
"	42-23530	X			
"	42-23530	X			
"	42-23530	X			
"	42-23530	X			
"	42-23530	X			
"	42-23530	X			
"	42-23530	X			
"	42-23530	X			
"	42-23530	X			
"	42-23530	X			
"	42-23530	X			
"	42-23530	X			
"	42-23530	X			
"	42-23530	X			
"	42-23530	X			
"	42-23530				

APO 469

U.S. ARMY

"MARKET" 17 SEPTEMBER 1944

COMMANDING

SPECIAL	MAIL	PERSONNEL	DISTANCE
FIELD POLK (NGHAM)	GP NE 3/4 S		
ORGANIZATION	TAILOR	OUTA WATNELL	2800 C
HaCo 1/4 S 503	5156250	18	1m NE
	5156449	30	2m NE
	5156512	31	
	5157174	30	
	5157353	18	
	5157486	2	
HaCo 3/4 N 503	5157983	18	3m NE
	5158017	18	DW
	5158245	18	
	5158373	18	
	5158474	18	
	5158546	18	
	5158647	18	
	5158745	18	
	5158844	18	
	5158943	18	
Co 1/4 S 503	5159042	18	
	5159141	18	
	5159240	18	
	5159339	18	
	5159438	18	
	5159537	18	
	5159636	18	
	5159735	17	
	5159834	18	
	5159933	18	
	5160032	18	
	5160131	18	
	5160230	18	
	5160329	18	
	5160428	18	
	5160527	18	
	5160626	18	
	5160725	18	
	5160824	18	
	5160923	18	
	5161022	18	
	5161121	18	
	5161220	18	
	5161319	18	
	5161418	18	
	5161517	18	
	5161616	18	
	5161715	18	
	5161814	18	
	5161913	18	
	5162012	18	
	5162111	18	
	5162210	18	
	5162309	18	
	5162408	18	
	5162507	18	
	5162606	18	
	5162705	18	
	5162804	18	
	5162903	18	
	5163002	18	
	5163101	18	
	5163200	18	
	5163300	18	
	5163400	18	
	5163500	18	
	5163600	18	
	5163700	18	
	5163800	18	
	5163900	18	
	5164000	18	
	5164100	18	
	5164200	18	
	5164300	18	
	5164400	18	
	5164500	18	
	5164600	18	
	5164700	18	
	5164800	18	
	5164900	18	
	5165000	18	
	5165100	18	
	5165200	18	
	5165300	18	
	5165400	18	
	5165500	18	
	5165600	18	
	5165700	18	
	5165800	18	
	5165900	18	
	5166000	18	
	5166100	18	
	5166200	18	
	5166300	18	
	5166400	18	
	5166500	18	
	5166600	18	
	5166700	18	
	5166800	18	
	5166900	18	
	5167000	18	
	5167100	18	
	5167200	18	
	5167300	18	
	5167400	18	
	5167500	18	
	5167600	18	
	5167700	18	
	5167800	18	
	5167900	18	
	5168000	18	
	5168100	18	
	5168200	18	
	5168300	18	
	5168400	18	
	5168500	18	
	5168600	18	
	5168700	18	
	5168800	18	
	5168900	18	
	5169000	18	
	5169100	18	
	5169200	18	
	5169300	18	
	5169400	18	
	5169500	18	
	5169600	18	
	5169700	18	
	5169800	18	
	5169900	18	
	5170000	18	
	5170100	18	
	5170200	18	
	5170300	18	
	5170400	18	
	5170500	18	
	5170600	18	
	5170700	18	
	5170800	18	
	5170900	18	
	5171000	18	
	5171100	18	
	5171200	18	
	5171300	18	
	5171400	18	
	5171500	18	
	5171600	18	
	5171700	18	
	5171800	18	
	5171900	18	
	5172000	18	
	5172100	18	
	5172200	18	
	5172300	18	
	5172400	18	
	5172500	18	
	5172600	18	
	5172700	18	
	5172800	18	
	5172900	18	
	5173000	18	
	5173100	18	
	5173200	18	
	5173300	18	
	5173400	18	
	5173500	18	
	5173600	18	
	5173700	18	
	5173800	18	
	5173900	18	
	5174000	18	
	5174100	18	
	5174200	18	
	5174300	18	
	5174400	18	
	5174500	18	
	5174600	18	
	5174700	18	
	5174800	18	
	5174900	18	
	5175000	18	
	5175100	18	
	5175200	18	
	5175300	18	
	5175400	18	
	5175500	18	
	5175600	18	
	5175700	18	
	5175800	18	
	5175900	18	
	5176000	18	
	5176100	18	
	5176200	18	
	5176300	18	
	5176400	18	
	5176500	18	
	5176600	18	
	5176700	18	
	5176800	18	
	5176900	18	
	5177000	18	
	5177100	18	
	5177200	18	
	5177300	18	
	5177400	18	
	5177500	18	
	5177600	18	
	5177700	18	
	5177800	18	
	5177900	18	
	5178000	18	
	5178100	18	
	5178200	18	
	5178300	18	
	5178400	18	
	5178500	18	
	5178600	18	
	5178700	18	
	5178800	18	
	5178900	18	
	5179000	18	
	5179100	18	
	5179200	18	
	5179300	18	
	5179400	18	
	5179500	18	
	5179600	18	
	5179700	18	
	5179800	18	
	5179900	18	
	5180000	18	
	5180100	18	
	5180200	18	
	5180300	18	
	5180400	18	
	5180500	18	
	5180600	18	
	5180700	18	
	5180800	18	
	5180900	18	
	5181000	18	
	5181100	18	
	5181200	18	
	5181300	18	
	5181400	18	
	5181500	18	
	5181600	18	
	5181700	18	
	5181800	18	
	5181900	18	
	5182000	18	
	5182100	18	
	5182200	18	
	5182300	18	
	5182400	18	
	5182500	18	
	5182600	18	
	5182700	18	
	5182800	18	
	5182900	18	
	5183000	18	
	5183100	18	
	5183200	18	
	5183300	18	
	5183400	18	
	5183500	18	
	5183600	18	
	5183700	18	
	5183800	18	
	5183900	18	
	5184000	18	
	5184100	18	
	5184200	18	
	5184300	18	
	5184400	18	
	5184500	18	
	5184600	18	
	5184700	18	
	5184800	18	
	5184900	18	
	5185000	18	
	5185100	18	
	5185200	18	
	5185300	18	
	5185400	18	
	5185500	18	
	5185600	18	
	5185700	18	
	5185800	18	
	5185900	18	
	5186000	18	
	5186100	18	
	5186200	18	
	5186300	18	
	5186400	18	
	5186500	18	
	5186600	18	
	5186700	18	
	5186800	18	
	5186900	18	
	5187000	18	
	5187100	18	
	5187200	18	
	5187300	18	
	5187400	18	
	5187500	18	
	5187600	18	
	5187700	18	
	5187800	18	
	5187900	18	
	5188000	18	
	5188100	18	
	5188200	18	
	5188300	18	
	5188400	18	
	5188500	18	
	5188600	18	
	5188700	18	
	5188800	18	
	5188900	18	
	5189000	18	
	5189100	18	
	5189200	18	
	5189300	18	
	5189400	18	
	5189500	18	
	5189600	18	
	5189700	18	
	5189800	18	
	5189900	18	
	5190000	18	
	5190100	18	
	5190200	18	
	5190300	18	
	5190400	18	
	5190500	18	
	5190600	18	
	5190700	18	
	5190800	18	
	5190900	18	
	5191000	18	
	5191100	18	
	5191200	18	
	5191300	18	
	5191400	18	
	5191500	18	
	5191600	18	
	5191700	18	
	5191800	18	
	5191900	18	
	5192000	18	
	5192100	18	
	5192200	18	
	5192300	18	
	5192400	18	
	5192500	18	
	5192600	18	
	5192700	18	
	5192800	18	
	5192900	18	
	5193000	18	
	5193100	18	
	5193200	18	
	5193300	18	
	5193400	18	
	5193500	18	
	5193600	18	
	5193700	18	
	5193800	18	
	5193900	18	
	5194000	18	
	5194100	18	
	5194200	18	
	5194300	18	
	5194400	18	
	5194500	18	
	5194600	18	
	5194700	18	
	5194800	18	
	5194900	18	
	5195000	18	
	5195100	18	
	5195200	18	
	5195300	18	
	5195400	18	
	5195500	18	
	5195600	18	
	5195700	18	
	5195800	18	
	5195900	18	
	5196000	18	
	5196100	18	
	5196200	18	
	5196300	18	
	5196400	18	
	5196500	18	
	5196600	18	
	5196700	18	
	5196800		

GRAND TOTAL	PERSONNEL				
	OK	KIA	WIA	MISS	TOTAL
TOTAL	7127	2	122	26	7277
PERCENTAGE	97.94	.03	1.67	.36	100

NOTE: ON THIS CHART, DROPS WITHIN 1000 Yds OF DZ ARE SHOWN AS BEING ON DZ.

[illegible]

12	43-16288	16			
12	43-16284	16			
12	43-16286	16			
12	43-16285	16			
12	43-16283	16			
12	43-16282	16			
12	43-16281	16			
12	43-16280	16			
12	43-16279	16			
12	43-16278	16			
12	43-16277	16			
12	43-16276	16			
12	43-16275	16			
12	43-16274	16			
12	43-16273	16			
12	43-16272	16			
12	43-16271	16			
12	43-16270	16			
12	43-16269	16			
12	43-16268	16			
12	43-16267	16			
12	43-16266	16			
12	43-16265	16			
12	43-16264	16			
12	43-16263	16			
12	43-16262	16			
12	43-16261	16			
12	43-16260	16			
12	43-16259	16			
12	43-16258	16			
12	43-16257	16			
12	43-16256	16			
12	43-16255	16			
12	43-16254	16			
12	43-16253	16			
12	43-16252	16			
12	43-16251	16			
12	43-16250	16			
12	43-16249	16			
12	43-16248	16			
12	43-16247	16			
12	43-16246	16			
12	43-16245	16			
12	43-16244	16			
12	43-16243	16			
12	43-16242	16			
12	43-16241	16			
12	43-16240	16			
12	43-16239	16			
12	43-16238	16			
12	43-16237	16			
12	43-16236	16			
12	43-16235	16			
12	43-16234	16			
12	43-16233	16			
12	43-16232	16			
12	43-16231	16			
12	43-16230	16			
12	43-16229	16			
12	43-16228	16			
12	43-16227	16			
12	43-16226	16			
12	43-16225	16			
12	43-16224	16			
12	43-16223	16			
12	43-16222	16			
12	43-16221	16			
12	43-16220	16			
12	43-16219	16			
12	43-16218	16			
12	43-16217	16			
12	43-16216	16			
12	43-16215	16			
12	43-16214	16			
12	43-16213	16			
12	43-16212	16			
12	43-16211	16			
12	43-16210	16			
12	43-16209	16			
12	43-16208	16			
12	43-16207	16			
12	43-16206	16			
12	43-16205	16			
12	43-16204	16			
12	43-16203	16			
12	43-16202	16			
12	43-16201	16			
12	43-16200	16			
12	43-16199	16			
12	43-16198	16			
12	43-16197	16			
12	43-16196	16			
12	43-16195	16			
12	43-16194	16			
12	43-16193	16			
12	43-16192	16			
12	43-16191	16			
12	43-16190	16			
12	43-16189	16			
12	43-16188	16			
12	43-16187	16			
12	43-16186	16			
12	43-16185	16			
12	43-16184	16			
12	43-16183	16			
12	43-16182	16			
12	43-16181	16			
12	43-16180	16			
12	43-16179	16			
12	43-16178	16			
12	43-16177	16			
12	43-16176	16			
12	43-16175	16			
12	43-16174	16			
12	43-16173	16			
12	43-16172	16			
12	43-16171	16			
12	43-16170	16			
12	43-16169	16			
12	43-16168	16			
12	43-16167	16			
12	43-16166	16			
12	43-16165	16			
12	43-16164	16			
12	43-16163	16			
12	43-16162	16			
12	43-16161	16			
12	43-16160	16			
12	43-16159	16			
12	43-16158	16			
12	43-16157	16			
12	43-16156	16			
12	43-16155	16			
12	43-16154	16			
12	43-16153	16			
12	43-16152	16			
12	43-16151	16			
12	43-16150	16			
12	43-16149	16			
12	43-16148	16			
12	43-16147	16			
12	43-16146	16			
12	43-16145	16			
12	43-16144	16			
12	43-16143	16			
12	43-16142	16			
12	43-16141	16			
12	43-16140	16			
12	43-16139	16			
12	43-16138	16			
12	43-16137	16			
12	43-16136	16			
12	43-16135	16			
12	43-16134	16			
12	43-16133	16			
12	43-16132	16			
12	43-16131	16			
12	43-16130	16			
12	43-16129	16			
12	43-16128	16			
12	43-16127	16			
12	43-16126	16			
12	43-16125	16			
12	43-16124	16			
12	43-16123	16			
12	43-16122	16			
12	43-16121	16			
12	43-16120	16			
12	43-16119	16			
12	43-16118	16			
12	43-16117	16			
12	43-16116	16			
12	43-16115	16			
12	43-16114	16			
12	43-16113	16			
12	43-16112	16			
12	43-16111	16			
12	43-16110	16			
12	43-16109	16			
12	43-16108	16			
12	43-16107	16			
12	43-16106	16			
12	43-16105	16			
12	43-16104	16			
12	43-16103	16			
12	43-16102	16			
12	43-16101	16			
12	43-16100	16			
12	43-16099	16			
12	43-16098	16			
12	43-16097	16			
12	43-16096	16			
12	43-16095	16			
12	43-16094	16			
12	43-16093	16			
12	43-16092	16			
12	43-16091	16			
12	43-16090	16			
12	43-16089	16			
12	43-16088	16			
12	43-16087	16			
12	43-16086	16			
12	43-16085	16			
12	43-16084	16			
12	43-16083	16			
12	43-16082	16			
12	43-16081	16			
12	43-16080	16			
12	43-16079	16			
12	43-16078	16			
12	43-16077	16			
12	43-16076	16			
12	43-16075	16			
12	43-16074	16			
12	43-16073	16			
12	43-16072	16			
12	43-16071	16			
12	43-16070	16			
12	43-16069	16			
12	43-16068	16			
12	43-16067	16			
12	43-16066	16			
12	43-16065	16			
12	43-16064	16			
12	43-16063	16			
12	43-16062	16			
12	43-16061	16			
12	43-16060	16			
12	43-16059	16			
12	43-16058	16			
12	43-16057	16			
12	43-16056	16			
12	43-16055	16			
12	43-16054	16			
12	43-16053	16			
12	43-16052	16			
12	43-16051	16			
12	43-16050	16			
12	43-16049	16			
12	43-16048	16			
12	43-16047	16			
12	43-16046	16			
12	43-16045	16			
12	43-16044	16			
12	43-16043	16			
12	43-16042	16			
12	43-16041	16			
12	43-16040	16			
12	43-16039	16			
12	43-16038	16			
12	43-16037	16			
12	43-16036	16			
12	43-16035	16			
12	43-16034	16			
12	43-16033	16			
12	43-16032	16			
12	43-16031	16			
12	43-16030	16			
12	43-16029	16			
12	43-16028	16			
12	43-16027	16			
12	43-16026	16			
12	43-16025	16			
12	43-16024	16			
12	43-16023	16			
12	43-16022	16			
12	43-16021	16			
12	43-16020	16			
12	43-16019	16			
12	43-16018	16			
12	43-16017	16			
12	43-16016	16			
12	43-16015	16			
12	43-16014	16			
12	43-16013	16			
12	43-16012	16			
12	43-16011	16			
12	43-16010	16			
12	43-16009	16			
12	43-16008	16			
12	43-16007	16			
12	43-16006	16			
12	43-16005	16			
12	43-16004	16			
12	43-16003	16			
12	43-16002	16			
12	43-16001	16			
12	43-16000	16			

[illegible]

11	42-59481	7E		
12	42-118623	7J		
13	42-100202	11		
14	42-100205	1E		
15	42-100197	1E	1	
16	42-100195	1E		
17	42-100203	1A		
18	42-100200	1E	1	
19	42-100204	1E		
20	42-100206	1E		
21	42-100208	1E		
22		1A		
23		1E		
24		1E		
25		1E		
26		1E		
27		1E		
28		1E		
29		1E		
30		1E		
31		1E		
32		1E		
33		1E		
34		1E		
35		1E		
36		1E		
37		1E		
38		1E		
39		1E		
40		1E		
41		1E		
42		1E		
43		1E		
44		1E		
45		1E		
46		1E		
47		1E		
48		1E		
49		1E		
50		1E		
51		1E		
52		1E		
53		1E		
54		1E		
55		1E		
56		1E		
57		1E		
58		1E		
59		1E		
60		1E		
61		1E		
62		1E		
63		1E		
64		1E		
65		1E		
66		1E		
67		1E		
68		1E		
69		1E		
70		1E		
71		1E		
72		1E		
73		1E		
74		1E		
75		1E		
76		1E		
77		1E		
78		1E		
79		1E		
80		1E		
81		1E		
82		1E		
83		1E		
84		1E		
85		1E		
86		1E		
87		1E		
88		1E		
89		1E		
90		1E		
91		1E		
92		1E		
93		1E		
94		1E		
95		1E		
96		1E		
97		1E		
98		1E		
99		1E		
100		1E		
101		1E		
102		1E		
103		1E		
104		1E		
105		1E		
106		1E		
107		1E		
108		1E		
109		1E		
110		1E		
111		1E		
112		1E		
113		1E		
114		1E		
115		1E		
116		1E		
117		1E		
118		1E		
119		1E		
120		1E		
121		1E		
122		1E		
123		1E		
124		1E		
125		1E		
126		1E		
127		1E		
128		1E		
129		1E		
130		1E		
131		1E		
132		1E		
133		1E		
134		1E		
135		1E		
136		1E		
137		1E		
138		1E		
139		1E		
140		1E		
141		1E		
142		1E		
143		1E		
144		1E		
145		1E		
146		1E		
147		1E		
148		1E		
149		1E		
150		1E		
151		1E		
152		1E		
153		1E		
154		1E		
155		1E		
156		1E		
157		1E		
158		1E		
159		1E		
160		1E		
161		1E		
162		1E		
163		1E		
164		1E		
165		1E		
166		1E		
167		1E		
168		1E		
169		1E		
170		1E		
171		1E		
172		1E		
173		1E		
174		1E		
175		1E		
176		1E		
177		1E		
178		1E		
179		1E		
180		1E		
181		1E		
182		1E		
183		1E		
184		1E		
185		1E		
186		1E		
187		1E		
188		1E		
189		1E		
190		1E		
191		1E		
192		1E		
193		1E		
194		1E		
195		1E		
196		1E		
197		1E		
198		1E		
199		1E		
200		1E		
201		1E		
202		1E		
203		1E		
204		1E		
205		1E		
206		1E		
207		1E		
208		1E		
209		1E		
210		1E		
211		1E		
212		1E		
213		1E		
214		1E		
215		1E		
216		1E		
217		1E		
218		1E		
219		1E		
220		1E		
221		1E		
222		1E		
223		1E		
224		1E		
225		1E		
226		1E		
227		1E		
228		1E		
229		1E		
230		1E		
231		1E		
232		1E		
233		1E		
234		1E		
235		1E		
236		1E		
237		1E		
238		1E		
239		1E		
240		1E		
241		1E		
242		1E		
243		1E		
244		1E		
245		1E		
246		1E		
247		1E		
248		1E		
249		1E		
250		1E		
251		1E		
252		1E		
253		1E		
254		1E		
255		1E		
256		1E		
257		1E		
258		1E		
259		1E		
260		1E		
261		1E		
262		1E		
263		1E		
264		1E		
265		1E		
266		1E		
267		1E		
268		1E		
269		1E		
270		1E		
271		1E		
272		1E		
273		1E		
274		1E		
275		1E		
276		1E		
277		1E		
278		1E		
279		1E		
280		1E		
281		1E		
282		1E		
283		1E		
284		1E		
285		1E		
286		1E		
287		1E		
288		1E		
289		1E		
290		1E		
291		1E		
292		1E		
293		1E		
294		1E		
295		1E		
296		1E		
297		1E		
298		1E		
299		1E		
300		1E		
301		1E		
302		1E		
303		1E		
304		1E		
305		1E		
306		1E		
307		1E		
308		1E		
309		1E		
310		1E		
311		1E		
312		1E		
313		1E		
314		1E		
315		1E		
316		1E		
317		1E		
318		1E		
319		1E		
320		1E		
321		1E		
322		1E		
323		1E		
324		1E		
325		1E		
326		1E		
327		1E		
328		1E		
329		1E		
330		1E		
331		1E		
332		1E		
333		1E		
334		1E		
335		1E		
336		1E		
337		1E		
338		1E		
339		1E		
340		1E		
341		1E		
342		1E		
343		1E		
344		1E		
345		1E		
346		1E		
347		1E		
348		1E		
349		1E		
350		1E		
351		1E		
352		1E		
353		1E		
354		1E		
355		1E		
356		1E		
357		1E		
358		1E		
359		1E		
360		1E		
361		1E		
362		1E		
363		1E		
364		1E		
365		1E		
366		1E		
367		1E		
368		1E		
369		1E		
370		1E		
371		1E		
372		1E		
373		1E		
374		1E		
375		1E		
376		1E		
377		1E		
378		1E		
379		1E		
380		1E		
381		1E		
382		1E		
383		1E		
384		1E		
385		1E		
386		1E		
387		1E		
388		1E		
389		1E		
390		1E		
391		1E		
392		1E		
393		1E		
394		1E		
395		1E		
396		1E		

[illegible]

10	43-27860	1	11
11	43-28066	6	11
12	43-28097	5	11
13	43-48296	1	11
14	43-52127	1	11
15	43-51824	13	11
16	41-100871	1	11
17	43-28098	4	11
18	43-52124	1	11
19	43-52129	13	11
20	43-52124	9	11
21	43-52125	9	11
22	43-10423	3	11
23	43-48400	1	11
24	43-28090	8	11
25	43-28123	9	11
26	43-28098	8	11
27	43-28091	10	11
28	43-28092	10	11
29	43-28090	11	11
30	43-28094	9	11
31	43-28098	9	11
32	43-28093	9	11
33	43-28093	14	11
34	43-28093	14	11
35	43-28093	14	11
36	43-28093	14	11

SHEET N° 2

SERIAL NO A-7		TIME OF DROP-1435 FIELD-LANGAR				LZ: N		ROUTE: N		GP NO 44		DISTANCE		
ORGANIZATION	TAIL	GLIDER		PERSONNEL		JEEP		TRAILER		GUN				
	NUMBER	INTACT	DAM	DEST	OK	KIA	EVAC	SHR	INJER	SEJ	UNSEJ	SEJ	INJER	FROM: Z
821 A/B 5th Co														LZ
"	945121	X			1									"
"	939668	X	X		1									"
"	9110096	X			1									"
"	277536	X			1									"
"	9450186	X			1									"
"	2776081	X		X	1				X					"
"	146061	X			1									"
"	27-34843	X			1				X					"
"	27-10064	X		X	2									"
"	1451530	X			1		2							"
"	2727414	X		X	1									4 MI. W
"	135533	X			1				X					2 MI. W
"	1427410	X			1				X					LZ
"	2100024	X			1				X					"
"	9400065	X			1				X					"
"	1212103	X			1				X					"
"	27-10070	X			1									"
"	1451001	X			1									"
"	945119	X		X	1		1		X					"
307 A/B MED Co														"
"	2771728	X			1									"
"	278189	X			1									"
"	519850	X			2				X					"
"	1381892	X			1									"
"	1451418	X			1									"
"	135921	X			1		2							"
"	279145	X			1				X					"
"	279568	X			1				X					"
"	379147	X			1									"
"	270821	X			1									"
"	277559	X			1				X					"
"	336047	X			1									"
"	340080	X			1				X					"
"	277789	X			1									"
"	277789	X			1									"
"	42-17778	X			1				X					"
"	62-19572	X			1									"
"	43-12524	X			1				X					"
"	44-10576	X			1				X					"
"	55-7789	X			1				X					"
502 Company														"
TOTAL		15	24	8	140		3	84		14				"
PERCENTAGE		32.5	60	7.5	96.5		3.5	100		100				"

[illegible][illegible][illegible][illegible][illegible]

SHEET N° 3

SERIAL N° A-15	TIME OF DROP: 1610	FIELD: FOLKINGHAM	LZ: O	ROUTE: S	GP N° 3137
ORGANIZATION	TAIL	GLIDER	PERSONNEL	JEEP	TRAILER
NUMBER	INACT	DAM	DES	MISS	OK
HaHa Co 322	43-7377	X			
43-7388	X				
43-7397	X				
43-7407	X				
43-7416	X				
43-7426	X				
43-7436	X				
43-7446	X				
43-7456	X				
43-7466	X				
43-7476	X				
43-7486	X				
43-7496	X				
43-7506	X				
43-7516	X				
43-7526	X				
43-7536	X				
43-7546	X				
43-7556	X				
43-7566	X				
43-7576	X				
43-7586	X				
43-7596	X				
43-7606	X				
43-7616	X				
43-7626	X				
43-7636	X				
43-7646	X				
43-7656	X				
43-7666	X				
43-7676	X				
43-7686	X				
43-7696	X				
43-7706	X				
43-7716	X				
43-7726	X				
43-7736	X				
43-7746	X				
43-7756	X				
43-7766	X				
43-7776	X				
43-7786	X				
43-7796	X				
43-7806	X				
43-7816	X				
43-7826	X				
43-7836	X				
43-7846	X				
43-7856	X				
43-7866	X				
43-7876	X				
43-7886	X				
43-7896	X				
43-7906	X				
43-7916	X				
43-7926	X				
43-7936	X				
43-7946	X				
43-7956	X				
43-7966	X				
43-7976	X				
43-7986	X				
43-7996	X				
43-8006	X				
43-8016	X				
43-8026	X				
43-8036	X				
43-8046	X				
43-8056	X				
43-8066	X				
43-8076	X				
43-8086	X				
43-8096	X				
43-8106	X				
43-8116	X				
43-8126	X				
43-8136	X				
43-8146	X				
43-8156	X				
43-8166	X				
43-8176	X				
43-8186	X				
43-8196	X				
43-8206	X				
43-8216	X				
43-8226	X				
43-8236	X				
43-8246	X				
43-8256	X				
43-8266	X				
43-8276	X				
43-8286	X				
43-8296	X				
43-8306	X				
43-8316	X				
43-8326	X				
43-8336	X				
43-8346	X				
43-8356	X				
43-8366	X				
43-8376	X				
43-8386	X				
43-8396	X				
43-8406	X				
43-8416	X				
43-8426	X				
43-8436	X				
43-8446	X				
43-8456	X				
43-8466	X				
43-8476	X				
43-8486	X				
43-8496	X				
43-8506	X				
43-8516	X				
43-8526	X				
43-8536	X				
43-8546	X				
43-8556	X				
43-8566	X				
43-8576	X				
43-8586	X				
43-8596	X				
43-8606	X				
43-8616	X				
43-8626	X				
43-8636	X				
43-8646	X				
43-8656	X				
43-8666	X				
43-8676	X				
43-8686	X				
43-8696	X				
43-8706	X				
43-8716	X				
43-8726	X				
43-8736	X				
43-8746	X				
43-8756	X				
43-8766	X				
43-8776	X				
43-8786	X				
43-8796	X				
43-8806	X				
43-8816	X				
43-8826	X				
43-8836	X				
43-8846	X				
43-8856	X				
43-8866	X				
43-8876	X				
43-8886	X				
43-8896	X				
43-8906	X				
43-8916	X				
43-8926	X				
43-8936	X				
43-8946	X				
43-8956	X				
43-8966	X				
43-8976	X				
43-8986	X				
43-8996	X				
43-9006	X				
43-9016	X				
43-9026	X				
43-9036	X				
43-9046	X				
43-9056	X				
43-9066	X				
43-9076	X				
43-9086	X				
43-9096	X				
43-9106	X				
43-9116	X				
43-9126	X				
43-9136	X				
43-9146	X				
43-9156	X				
43-9166	X				
43-9176	X				
43-9186	X				
43-9196	X				
43-9206	X				
43-9216	X				
43-9226	X				
43-9236	X				
43-9246	X				
43-9256	X				
43-9266	X				
43-9276	X				
43-9286	X				
43-9296	X				
43-9306	X				
43-9316	X				
43-9326	X				
43-9336	X				
43-9346	X				
43-9356	X				
43-9366	X				
43-9376	X				
43-9386	X				
43-9396	X				
43-9406	X				
43-9416	X				
43-9426	X				
43-9436	X				
43-9446	X				
43-9456	X				
43-9466	X				
43-9476	X				
43-9486	X				
43-9496	X				
43-9506	X				
43-9516	X				
43-9526	X				
43-9536	X				
43-9546	X				
43-9556	X				
43-9566	X				
43-9576	X				
43-9586	X				
43-9596	X				
43-9606	X				
43-9616	X				
43-9626	X				
43-9636	X				
43-9646	X				
43-9656	X				
43-9666	X				
43-9676	X				
43-9686	X				
43-9696	X				
43-9706	X				
43-9716	X				
43-9726	X				
43-9736	X				
43-9746	X				
43-9756	X				
43-9766	X				
43-9776	X				
43-9786	X				
43-9796	X				
43-9806	X				
43-9816	X				
43-9826	X				
43-9836	X				
43-9846	X				
43-9856	X				
43-9866	X				
43-9876	X				
43-9886	X				
43-9896	X				
43-9906	X				
43-9916	X				
43-9926	X				
43-9936	X				
43-9946	X				
43-9956	X				
43-9966	X				
43-9976	X				
43-9986	X				
43-9996	X				
44-0006	X				
44-0016	X				
44-0026	X				
44-0036	X				
44-0046	X				
44-0056	X				
44-0066	X				
44-0076	X				
44-0086	X				
44-0096	X				
44-0106	X				
44-0116	X				
44-0126	X				
44-0136	X				
44-0146	X				
44-0156	X				
44-0166	X				
44-0176	X				
44-0186	X				
44-0196	X				
44-0206	X				
44-0216	X				
44-0226	X				
44-0236	X				
44-0246	X				
44-0256	X				
44-0266	X				
44-0276	X				
44-0286	X				
44-0296	X				
44-0306	X				
44-0316	X				
44-0326	X				
44-0336	X				
44-0346	X				
44-0356	X				
44-0366	X				
44-0376	X				
44-0386	X				
44-0396	X				
44-0406	X				
44-0416	X				
44-0426	X				
44-0436	X				
44-0446	X				
44-0456	X				
44-0466	X				
44-0476	X				
4					

SHEET N° 4

[illegible][illegible]

0742075 OCT 01PST, 011, 1, 4, 01, 1, 001

SERIAL NO A-21		TIME OF DROP-452		FIELD LANGAR		PERSONNEL		LEFT WHEEL		ROUTE'S		GP IN 441/7	
ORGANIZATION		GLIDER		TAIL		CH		KIA		RECEIVED		GUN INSTANT	
NO	BT	NUMBER	WEIGHT	WIND	DEG	WIND	CH	KIA	RECEIVED	WIND	RECEIVED	WIND	RECEIVED
10	20	254740	X	1	12								
11	21	271752	X	1	5								
12	22	271752	X	1	6								
13	23	258324	X	1	5								
14	24	318182	X	1	5								
15	25	271931	X	1	5								
16	26	41-58106	X	1	2								
17	27	41-51265	X	1	11								
18	28	279449	X	1	11								
19	29	43-44655	X	1	13								
20	30	41-40278	X	1	8								
21	31	41-52625	X	1	8								
22	32	41-77340	X	1	5								
23	33	63-77421	X	1	12								
24	34	49-21952	X	1	12								
25	35	43-44651	X	1	8								
26	36	43-44651	X	1	8								
27	37	41-71825	X	1	2								
28	38	42-19703	X	1	2								
29	39	43-19862	X	1	5								
30	40	43-41443	X	1	5								
31	41	42-54260	X	1	5								
32	42	43-74407	X	1	5								
33	43	42-55942	X	1	5								
34	44	43-23626	X	1	11								
35	45	42-77437	X	1	11								
36	46	43-41616	X	1	3								
37	47	43-39438	X	1	4								
38	48	43-34779	X	1	3								
39	49	49-77916	X	1	3								
40	50	49-40167	X	1	2								
41	51	49-51333	X	1	5								
42	52	49-77340	X	1	6								
43	53	49-56341	X	1	3								
44	54	341054	X	1	3								
45	55	47-75534	X	1	3								
46	56	42-77103	X	1	3								
47	57	49-62748	X	1	3								
48	58	49-79023	X	1	3								

	Nº	GLIDER			PERSONNEL			JEEP		TRAILER		GUN			
		INTACT	DAM	MISS	OK	KIM	EVAC	SER	KMSER	SER	UNSER	SER	UNSER		
GRAND TOTAL	902	519	298	48	37	523	4	65	186	300	38	170	19	83	6
PERCENTAGE		57.5	33.0	5.3	4.2	95.3	.1	1.2	3.4	18.8	11.2	8.9	10.1	9.3	6.7